

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UIII

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

UFN IAPs VORDME Rwy 12/30 suspended (13-1/2).

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Landing beyond GS shortened to 8282'(2524m). Taxiing into stands 9-15 with marshaller's guidance only.

General Info

Irkutsk, RUS
N 52° 16.0' E104° 23.7' Mag Var: 2.1°W
Elevation: 1675'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 uses DST

Runway Info

Runway 12-30 10384' x 148' concrete

Runway 12 (115.0°M) TDZE 1588'
Lights: Edge, ALS
Displaced Threshold Distance 1312'
Runway 30 (295.0°M) TDZE 1675'
Lights: Edge, ALS

Communications Info

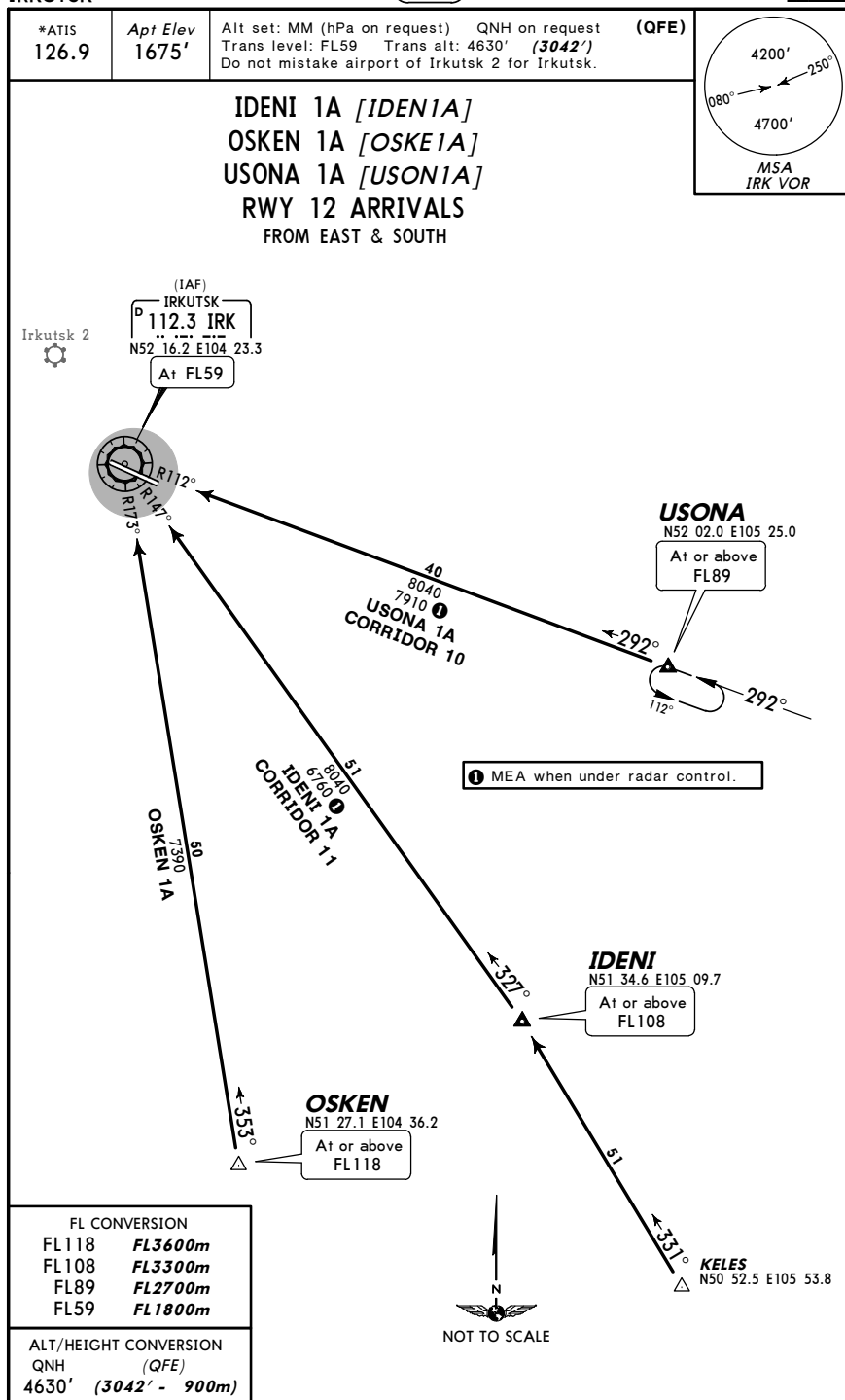
ATIS **126.9** MF
ATIS **124.85** MF
Irkutsk Tower **124.0** Secondary
Irkutsk Tower **118.1** MF
Irkutsk Ground Control **121.7**
Irkutsk Approach Control **125.2** MF
Irkutsk Approach Control **124.0** Secondary
Irkutsk Radar **125.2** Secondary
Irkutsk Radar **124.0** Secondary
Irkutsk Radar **119.3**

Notebook Info

UIII/IKT
IRKUTSK

JEPPESEN
15 AUG 08 (10-2) Eff 28 Aug

IRKUTSK, RUSSIA
STAR



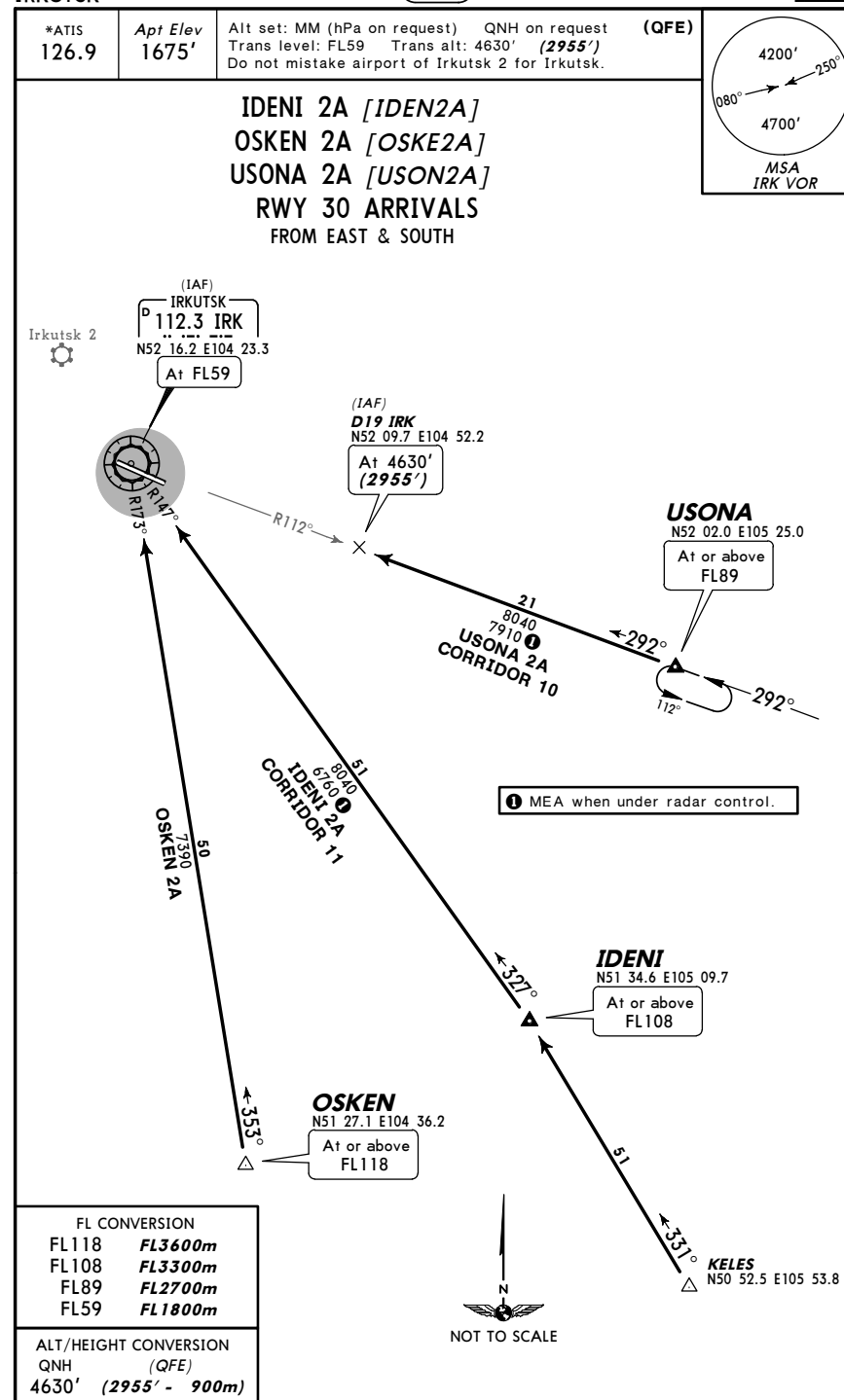
CHANGES: MEAs established.

© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

JEPPESEN
15 AUG 08 (10-2A) Eff 28 Aug

IRKUTSK, RUSSIA
STAR



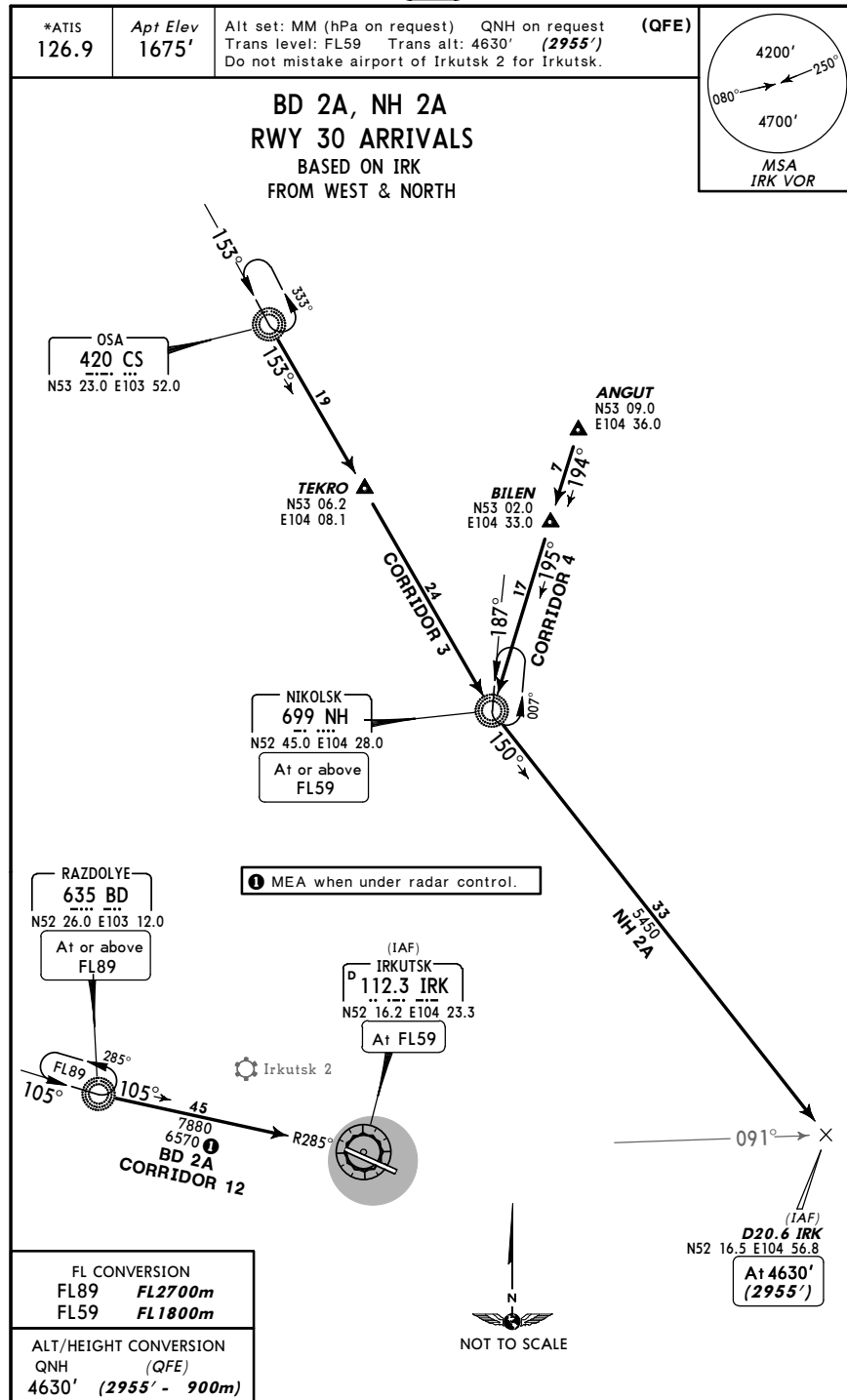
CHANGES: MEAs established.

© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

JEPPESEN
15 AUG 08 10-2B Eff 28 Aug

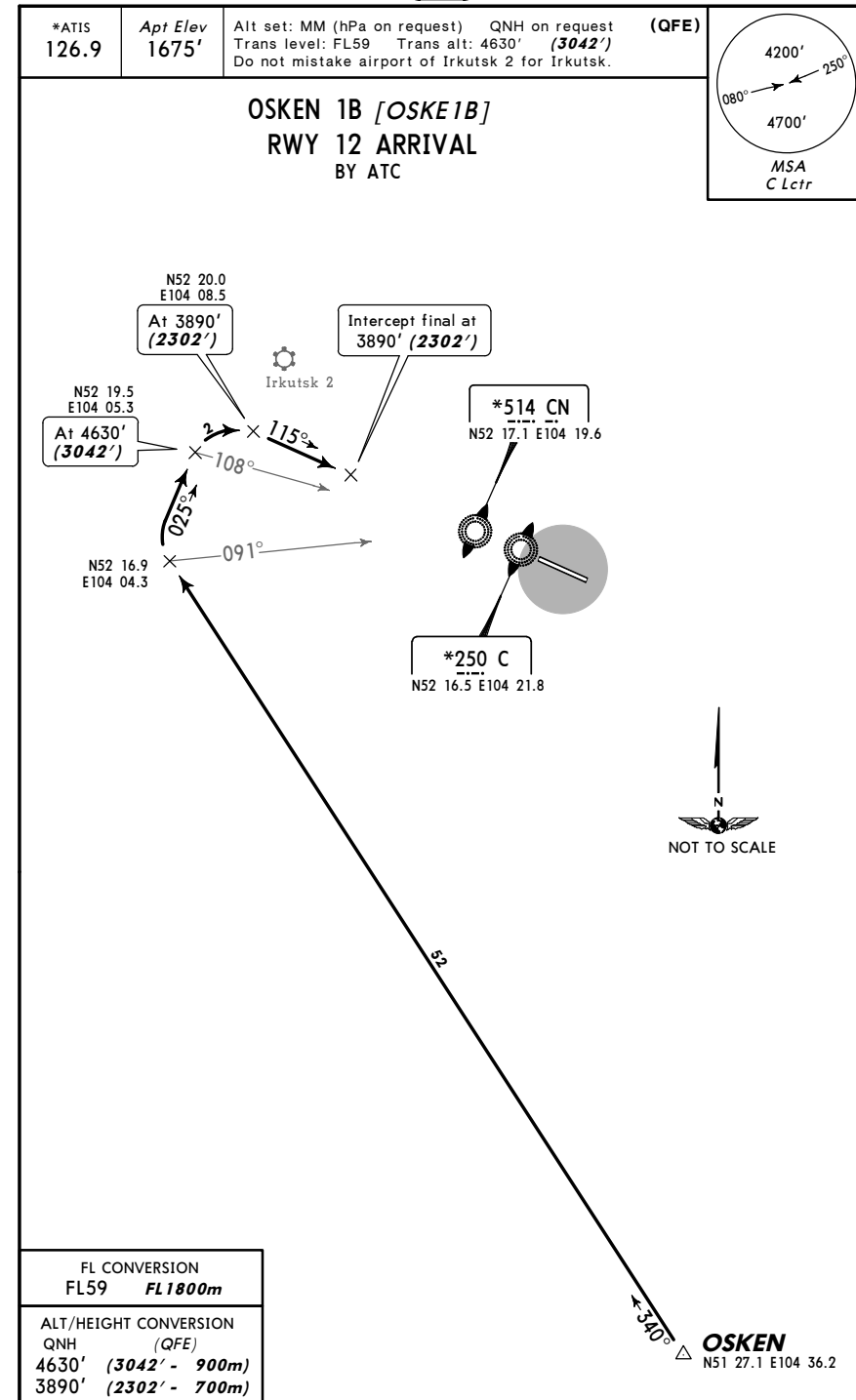
IRKUTSK, RUSSIA
STAR



UIII/IKT
IRKUTSK

JEPPESEN
15 AUG 08 10-2C Eff 28 Aug

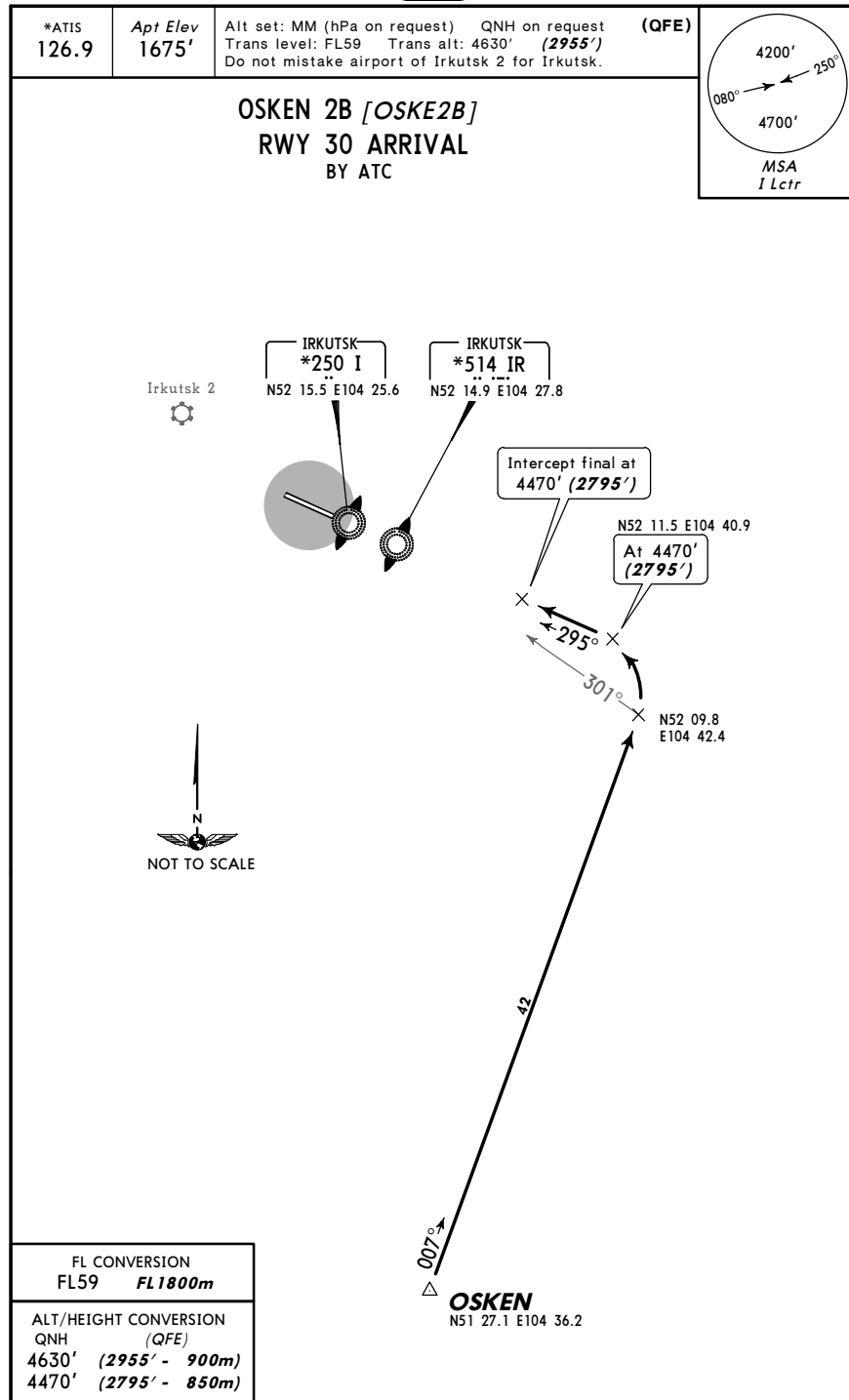
IRKUTSK, RUSSIA
STAR



UIII/IKT
IRKUTSK

JEPPESEN
18 JUL 08 (10-2C1)

IRKUTSK, RUSSIA
STAR



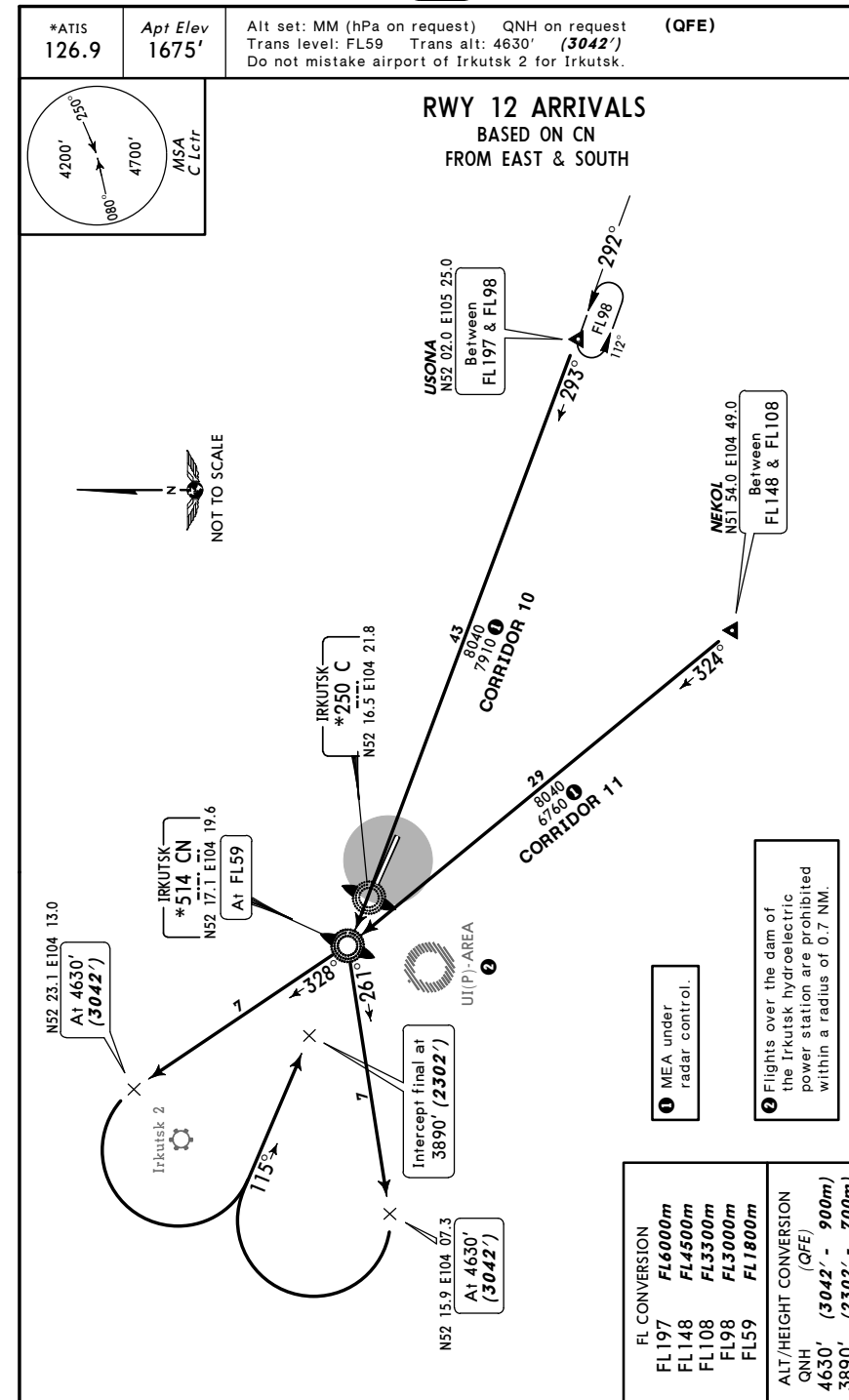
CHANGES: New procedure at this airport.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

JEPPESEN
4 JAN 08 (10-2D) Eff 17 Jan

IRKUTSK, RUSSIA
STAR



CHANGES: Holding at NEKOL withdrawn.

© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

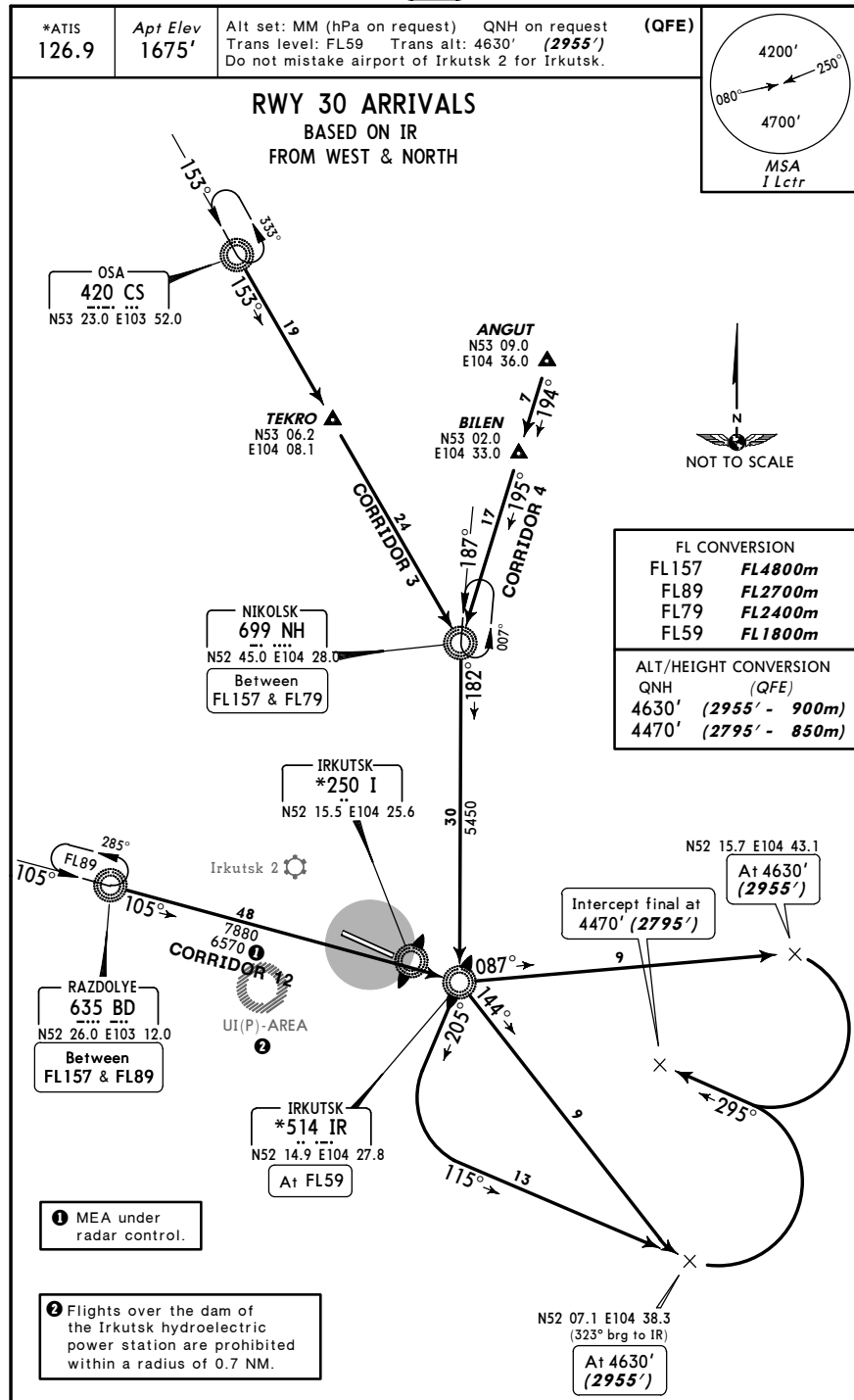
UIII/IKT
IRKUTSK

JEPPesen

IRKUTSK, RUSSIA

4 JAN 08 10-2G Eff 17 Jan

STAR



CHANGES: TAGUT replaced by TEKRO.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

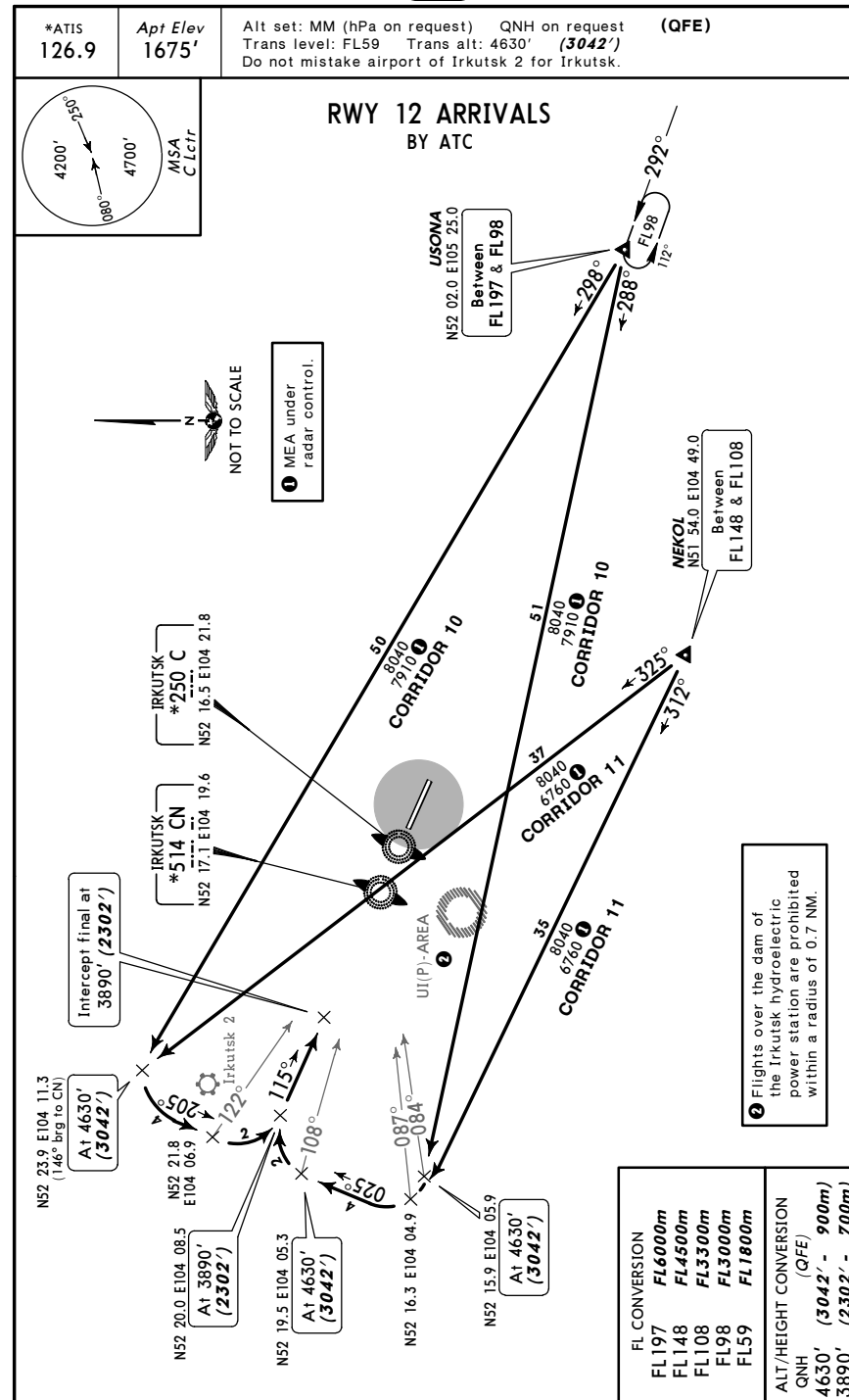
UIII/IKT
IRKUTSK

JEPPesen

IRKUTSK, RUSSIA

4 JAN 08 10-2H Eff 17 Jan

STAR



CHANGES: Holding at NEKOL withdrawn.

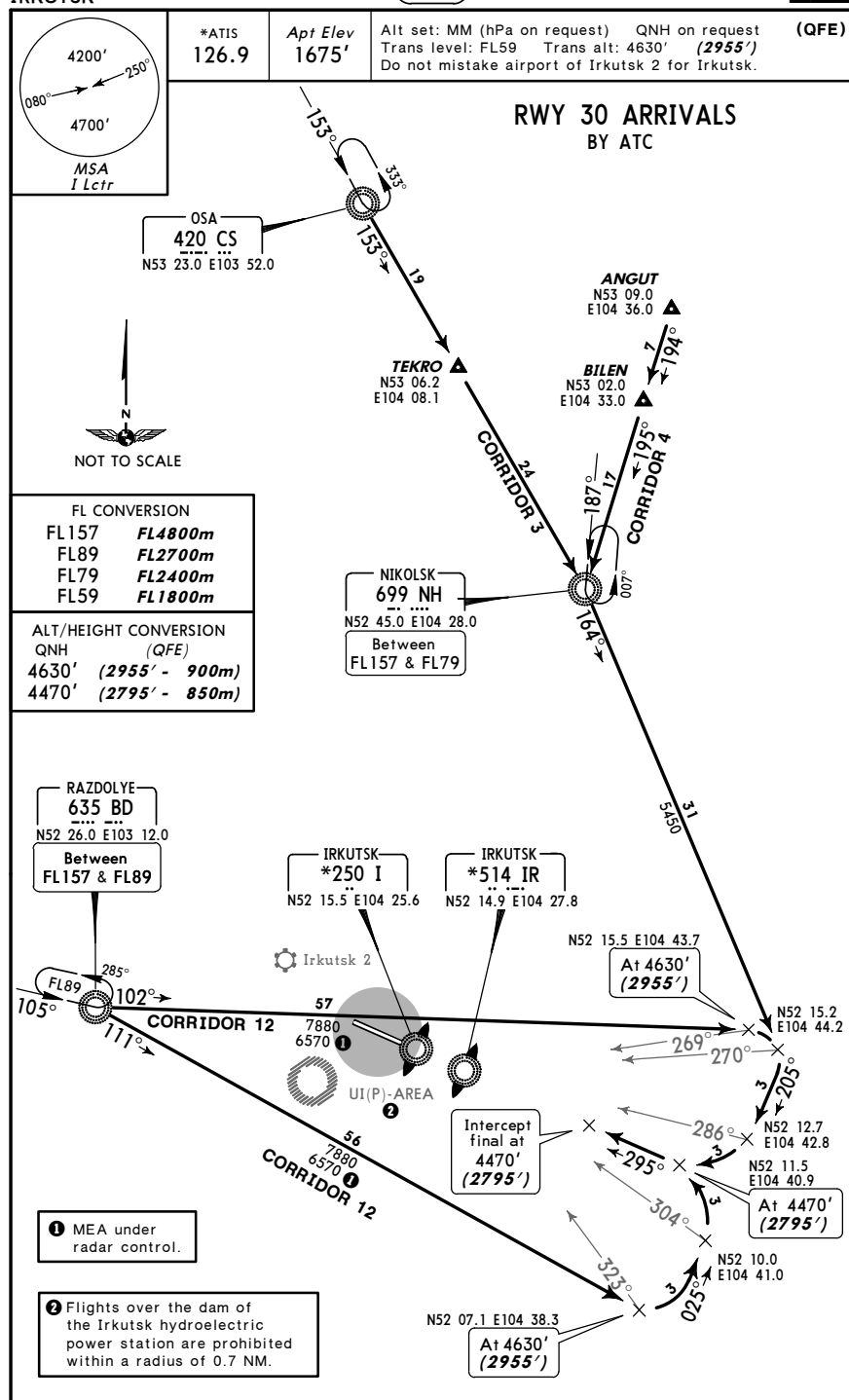
© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

IRKUTSK, RUSSIA

4 JAN 08 (10-2J) Eff 17 Jan

STAR



CHANGES: TAGUT replaced by TEKRO.

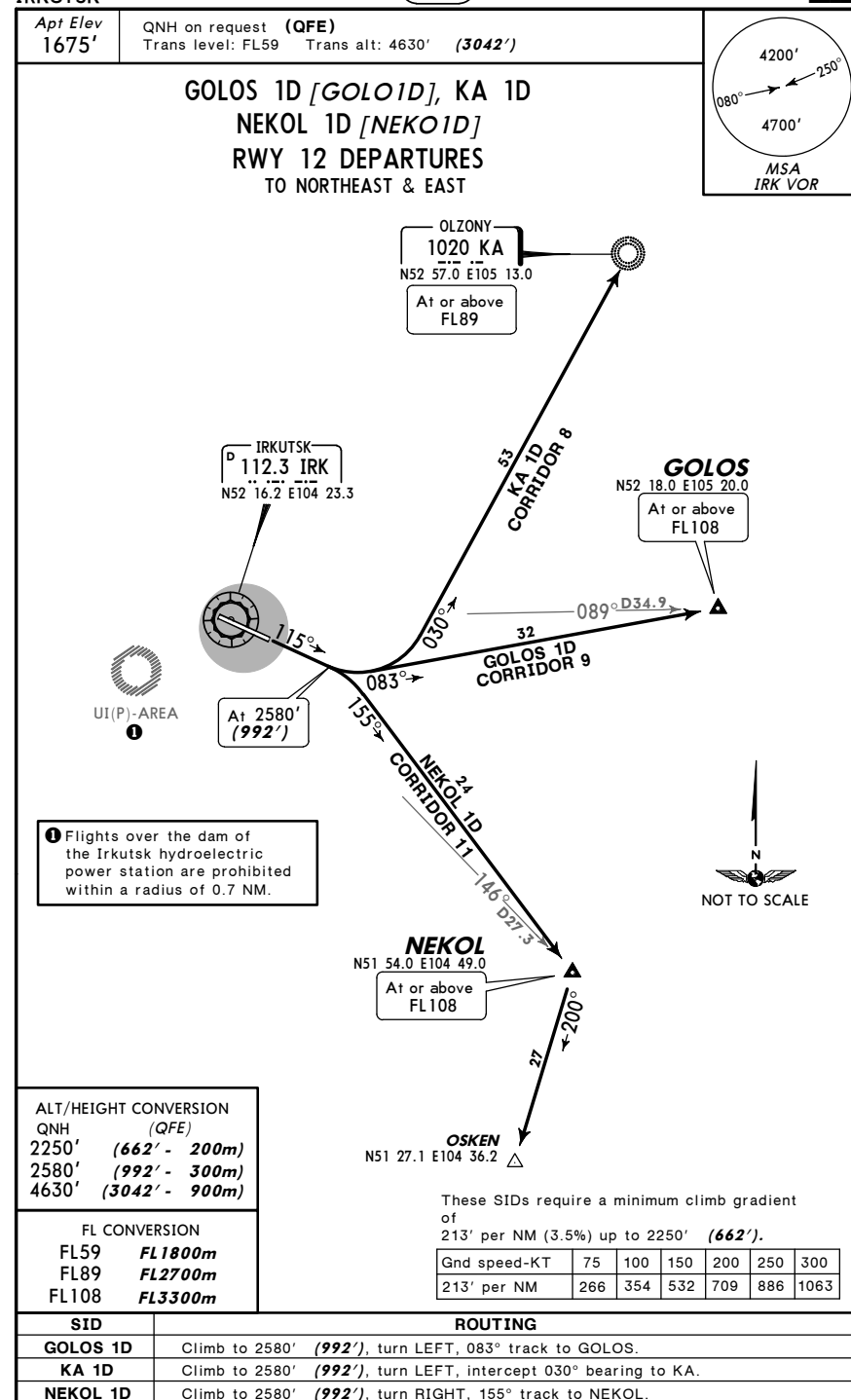
© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED

UIII/IKT
IRKUTSK

IRKUTSK, RUSSIA

18 JUL 08 (10-3)

SID



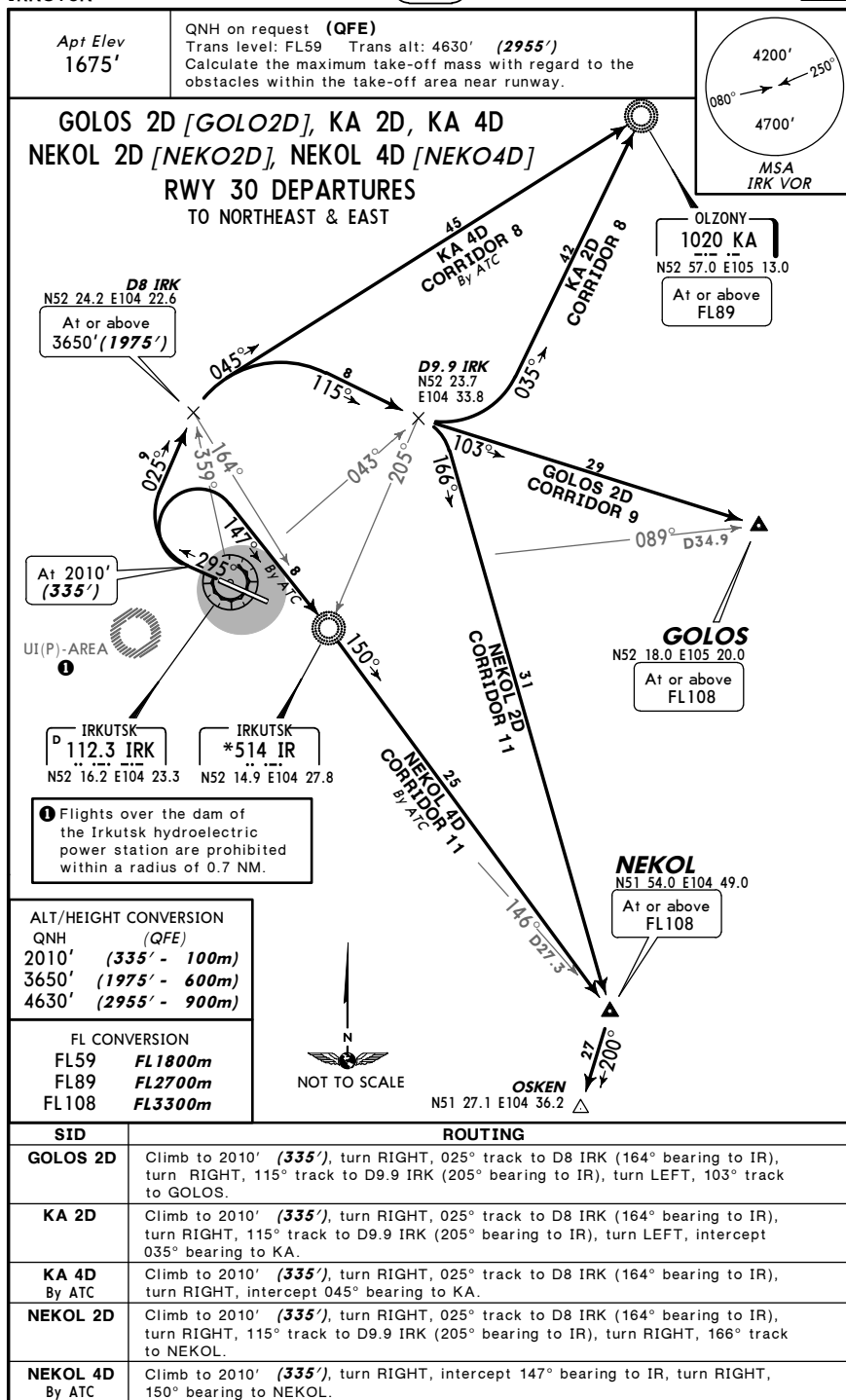
CHANGES: SID NEKOL 1D revised.

© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

JEPPesen
18 JUL 08 (10-3A)

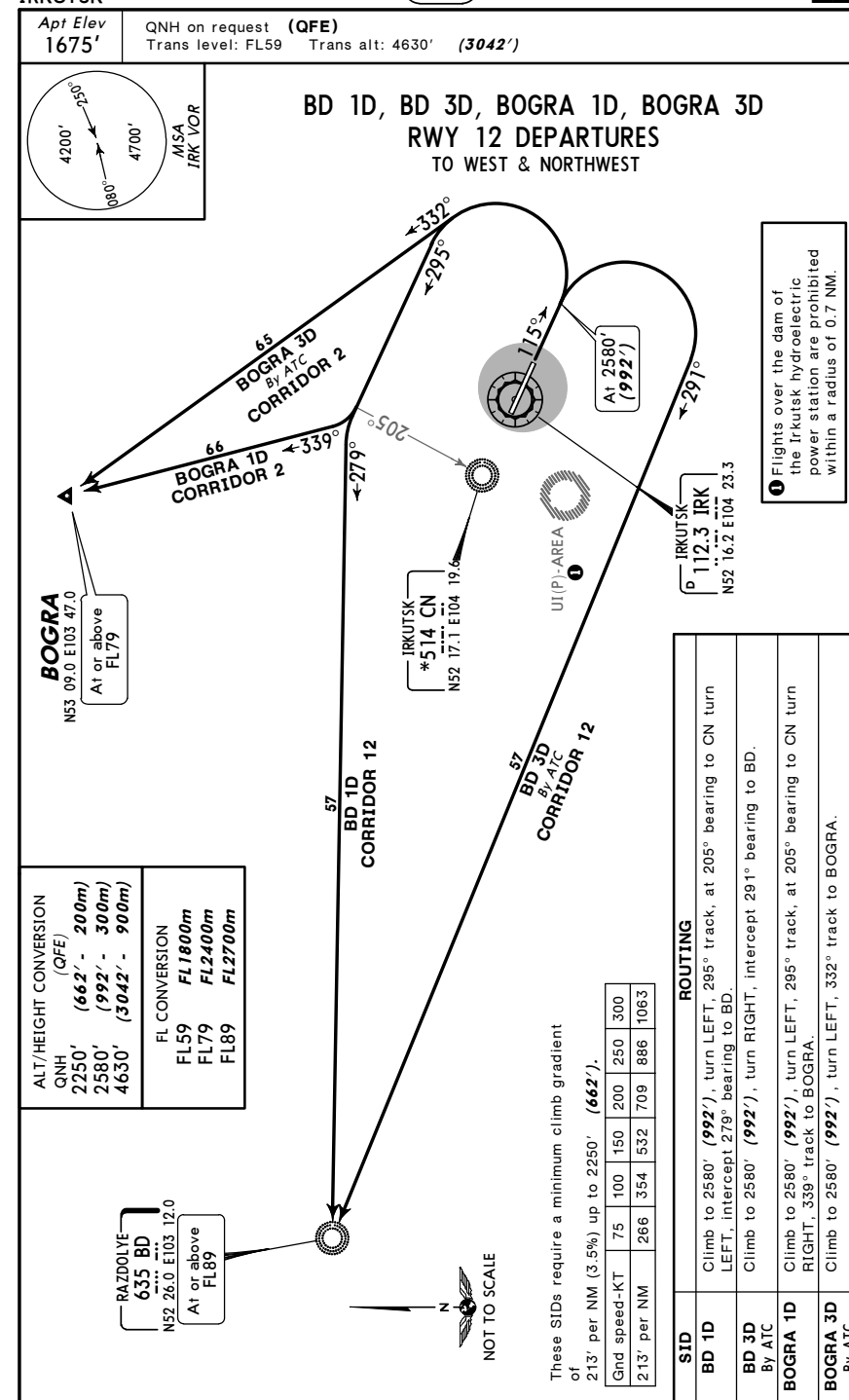
IRKUTSK, RUSSIA
SID



UIII/IKT
IRKUTSK

JEPPesen
17 AUG 07 (10-3B) Eff 30 Aug

IRKUTSK, RUSSIA
SID



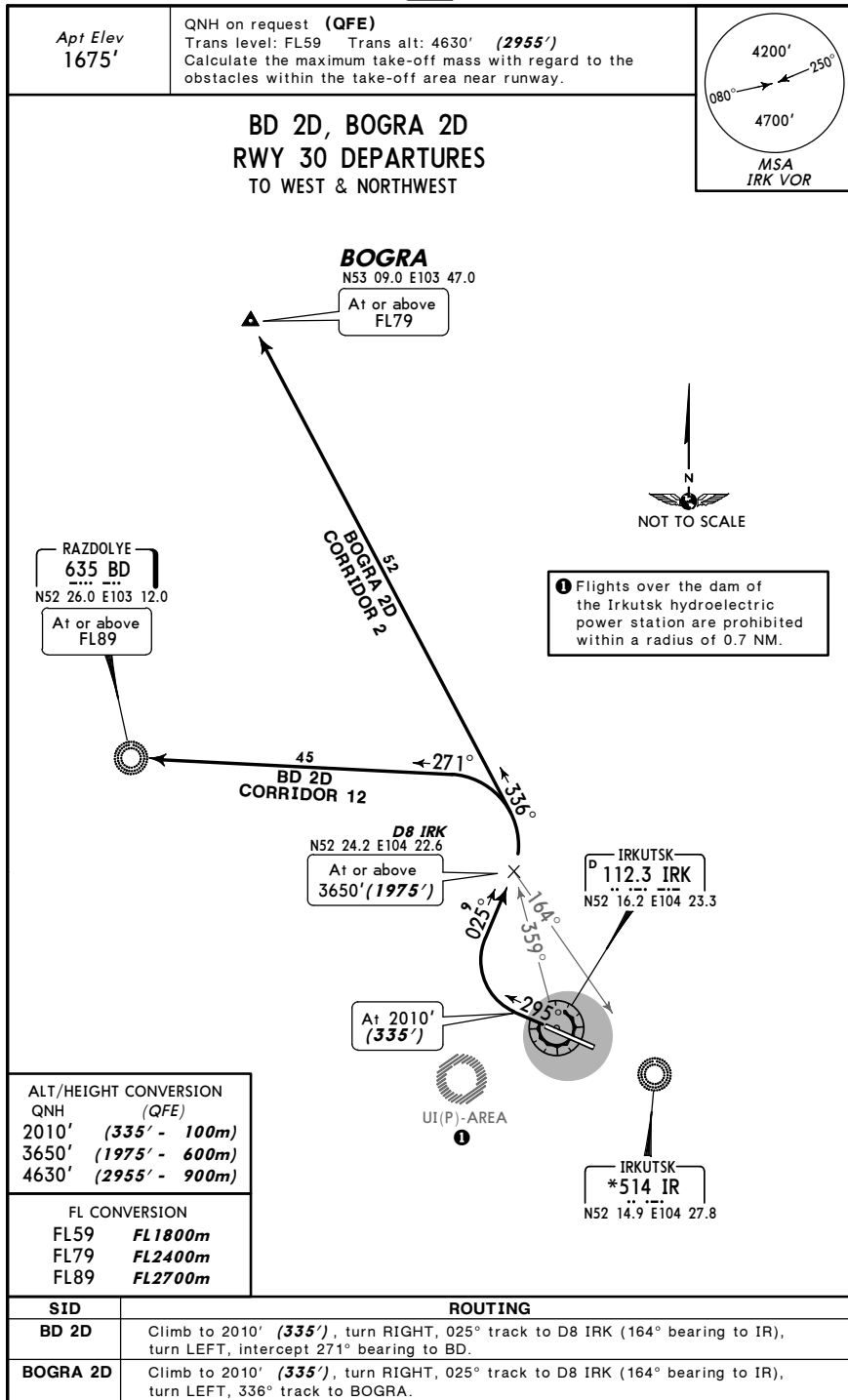
UIII/IKT
IRKUTSK

JEPPesen

IRKUTSK, RUSSIA

17 AUG 07 (10-3C) Eff 30 Aug

SID



UIII/IKT
IRKUTSK

JEPPesen

IRKUTSK, RUSSIA

4 MAR 05 (10-4)

NOISE

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

ARRIVALS

APPROACH PHASE

Runway 30 is the preferential runway and shall be used to the maximum possible extent.

If special meteorological conditions, such as considerable wind, cumulo nimbus clouds etc are present in arrival and approach sectors, ATC units may, if it is considered necessary for safety reasons, at its own discretion or by a pilot-in-command's request deviate from the provisions stated below:

Restrictions

The required noise abatement procedures shall not be observed over the overflow areas in following cases:

- if there is ice, slush, water, mud, rubber, oil etc on the runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported or it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below the ILS glide path angle.

No noise abatement procedures shall envisage the increase of IAS during descent.

A displacement of THR shall not be used as a noise abatement measure.

Not to distract the crew's attention during the execution of these measures, AIR-Ground communication shall be kept to a minimum.

Landing with tailwind component up to 5m/sec is allowed under following conditions:

- runway is dry or damp
- friction coefficient is 0.6 or more
- crosswind component is not more than 5m/sec.

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Restrictions runway 12

Take-off with a tailwind component up to 5m/sec is allowed under conditions indicated in Aircraft Flight Manual.

Restrictions runway 30

Cargo aircraft are allowed to take-off under following conditions:

- the absence of commercial load
- headwind component is 5m/sec or more
- for IL-76 aircraft take-off mass is 160 tons or less

During take-off the pilot-in-command shall report the absence of commercial load to ATC.

cont'd

UIII/IKT
IRKUTSK

JEPPesen
4 MAR 05 (10-4A)

IRKUTSK, RUSSIA
NOISE

NOISE ABATEMENT

DEPARTURES (cont'd)

Restrictions both runways

- The minimum IAS during established climb shall not be less than $V_2 + 10$ KT or less than prescribed in the Aircraft Flight Manual if higher. Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack. The reduction of power shall not be applied until:
- reaching 2660' (987' - 300m)
 - the established standard power mode enables with maximum certified take-off mass to maintain the minimum climb gradient of 243' per NM (4%) at the above specified speed
 - take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance when all engines are operating normal and also taking into account possible one engine failure and time period necessary for the rest engines to develop full power.

REVERSE THRUST

Reverse thrust power with the exception of reverse idle thrust shall be used for safety reasons only.

UIII/IKT

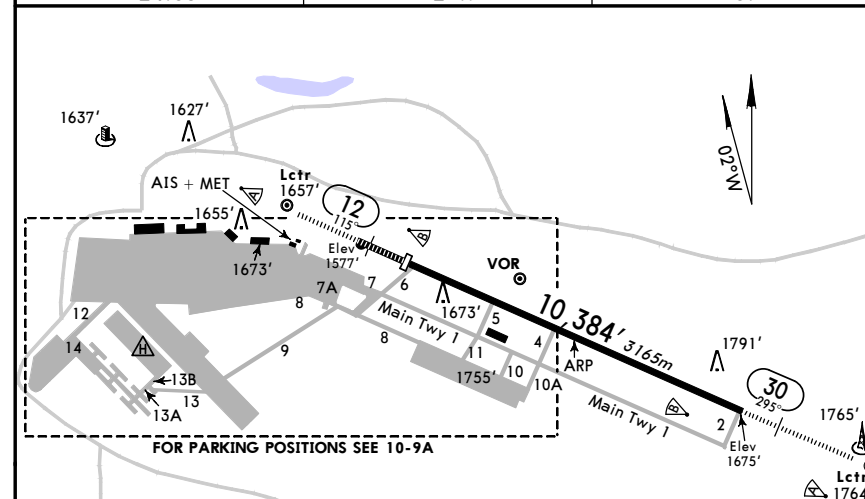
Apt Elev 1675'
N52 16.0 E104 23.7

JEPPesen

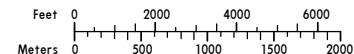
10 DEC 04 (10-9) Eff 23 Dec

IRKUTSK, RUSSIA
IRKUTSK

ATIS Departure	IRKUTSK Ground	Tower
124.85	121.7	118.1



The airfield northern portion adjacent to the rwy is used for emergency landing only. Taxiing is under inner engines power strictly along twy centerline. For acft with wingspan up to 105'/32m and wheelspan up to 20'/6m arriving at NIGHT and when VIS is 2000m or less taxiing is with 'Follow-me' vehicle only. Taxiing along twy 7 for acft with wing span exceeding 125'/38m is prohibited when stands 6 and 8 are occupied. Taxiing along twy 8 for acft with wing span exceeding 118'/36m is prohibited when stands 9 thru 15, 22 and 23 are occupied. Helicopter take-off and landing possible on twys 5, 6, 10A and 14. Twy 10A available for mil acft only. Birds in vicinity of apt.



ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	TAKE-OFF
12	30	HIRL (60m)	HIALS	PAPI-L (angle 3.33°)	RVR	Threshold
						Glide Slope
						8547' 2605m
						8022' 2445m
						9072' 2765m
						148' 45m

① TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 10384' (3165m)
displ thresh 9072' (2765m)

② Last 1312'/400m unusable for take-off.

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
LVP must be in force RCLM (DAY only) or RL		RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

UIII/IKT

JEPPesen

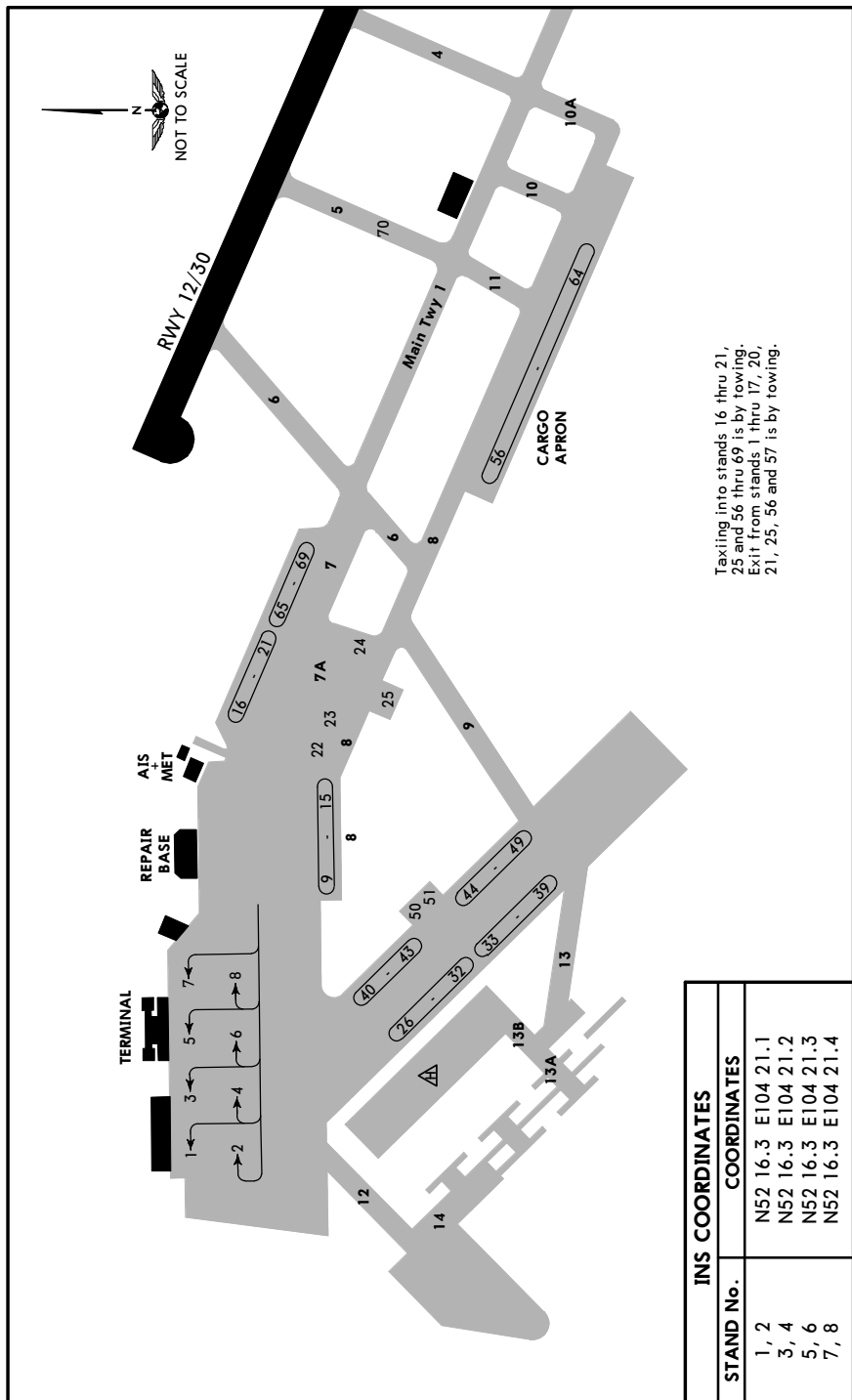
10 DEC 04

10-9A

Eff 23 Dec

IRKUTSK, RUSSIA

IRKUTSK



UIII/IKT

JEPPesen

15 AUG 08

10-9X

Eff 28 Aug

JAA MINIMUMS

IRKUTSK, RUSSIA

IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS	1788' (200')	1788' (200')	1788' (200')	1788' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2000' (412')	2000' (412')	2000' (412')	2000' (412')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	2250' (662')	2250' (662')	2250' (662')	2250' (662')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB with DME	2010' (422')	2010' (422')	2010' (422')	2010' (422')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o DME	2430' (842')	2430' (842')	2430' (842')	2430' (842')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
30	ILS	1875' (200')	1875' (200')	1875' (200')	1875' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2020' (345')	2020' (345')	2020' (345')	2390' (715')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	2900' (1225')	2900' (1225')	2900' (1225')	2900' (1225')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB with DME	2020' (345')	2020' (345')	2020' (345')	2020' (345')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o DME	3010' (1335')	3010' (1335')	3010' (1335')	3010' (1335')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 12, 30

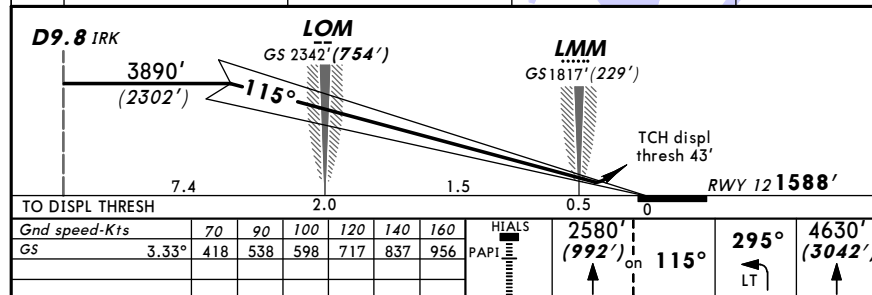
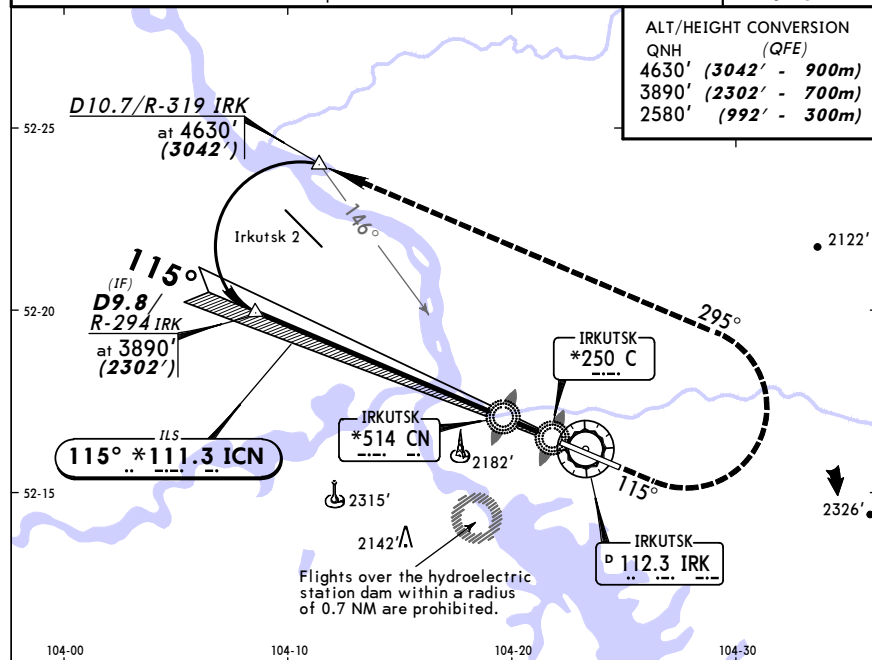
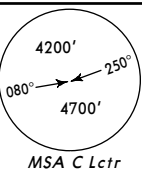
LVP must be in Force		
RCLM (DAY only) or RL		NIL (DAY only)
A	250m	400m
B		
C		
D	300m	500m

UIII/IKT
IRKUTSK

JEPPesen
10 DEC 04 (11-1) Eff 23 Dec

IRKUTSK, RUSSIA
ILS Rwy 12

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
LOC ICN *111.3	Final Apch Crs 115°	GS LOM 2342' (754')	ILS DA(H) 1788' (200')	Apt Elev 1675' RWY 1588'
MISSED APCH: Climb on 115° to 2580' (992'), then turn LEFT onto 295° climbing to 4630' (3042'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (3042') WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



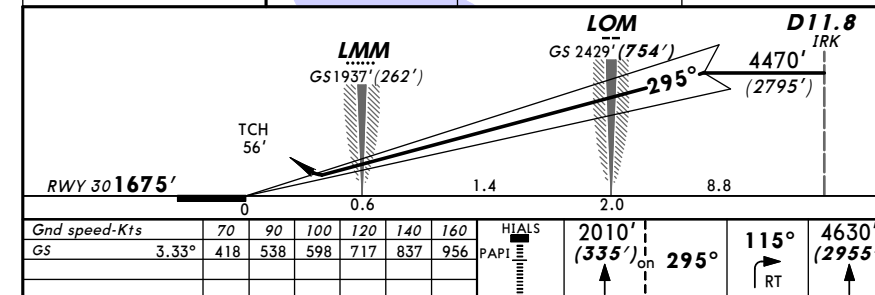
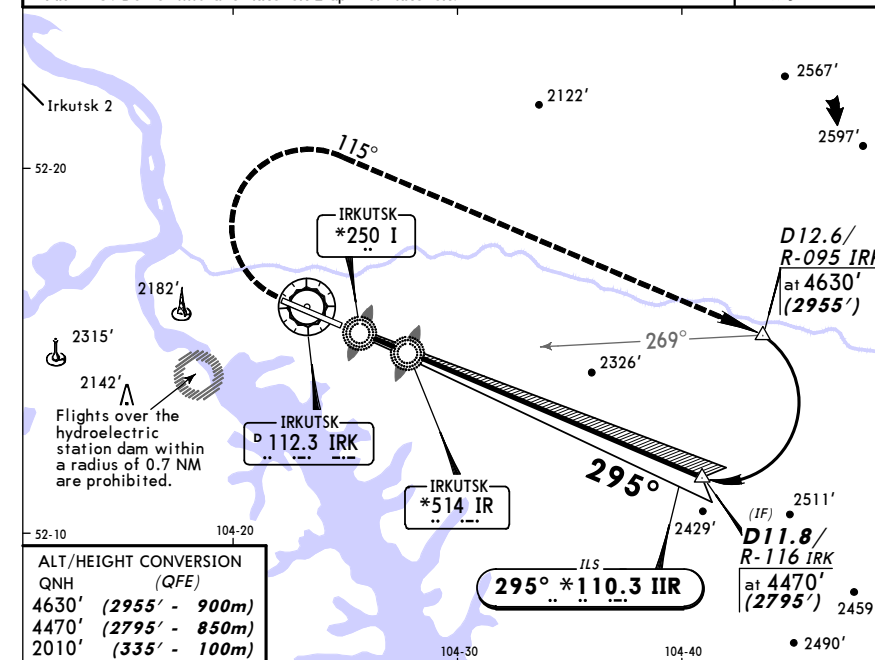
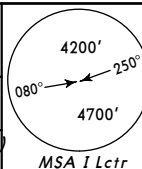
STRAIGHT-IN LANDING RWY 12			
ILS		LOC (GS out)	
DA(H) 1788' (200')			
FULL		ALS out	
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTH
D			

UIII/IKT
IRKUTSK

JEPPesen
10 DEC 04 (11-2) Eff 23 Dec

IRKUTSK, RUSSIA
ILS Rwy 30

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
LOC IIR *110.3	Final Apch Crs 295°	GS LOM 2429' (754')	ILS DA(H) 1875' (200')	Apt Elev 1675' RWY 1675'
MISSED APCH: Climb on 295° to 2010' (335'), then turn RIGHT onto 115° climbing to 4630' (2955'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (2955') WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



STRAIGHT-IN LANDING RWY 30			
ILS		LOC (GS out)	
DA(H) 1875' (200')			
FULL		ALS out	
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTH
D			

UIII/IKT
IRKUTSK

JEPPESEN
5 SEP 08 (13-1)

IRKUTSK, RUSSIA
VOR DME Rwy 12

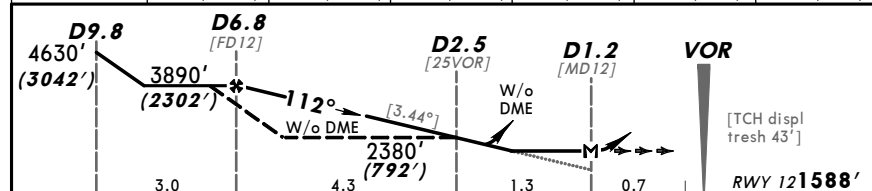
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
VOR IRK 112.3	Final Apch Crs 112°	With DME Minimum Alt D6.8 3890' (2302') W/o DME Minimum Alt No FAF	With DME MDA(H) 2000' (412') W/o DME MDA(H) 2250' (662')	Apt Elev 1675' RWY 1588'

MISSED APCH: Climb STRAIGHT AHEAD to 2580' (992') or above to D3.9, then turn LEFT onto 292° climbing to 4630' (3042') and proceed to D10.7/R-316, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (3042')



IRK DME	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE	3770' (2182')	3580' (1992')	3000' (1412')	2620' (1032')	2240' (652')	2050' (462')



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 6.01% or Descent angle [3.44°]	426	548	609	730	852	974
With DME: MAP at D1.2						

STRAIGHT-IN LANDING RWY12		W/o DME		ALS out	
With DME MDA(H) 2000' (412')		MDA(H) 2250' (662')			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m			
B	1200m	RVR 1800m VIS 2000m			
C	RVR 1500m VIS 1600m				
D					

CHANGES: None.

© JEPPESEN, 2000, 2008. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

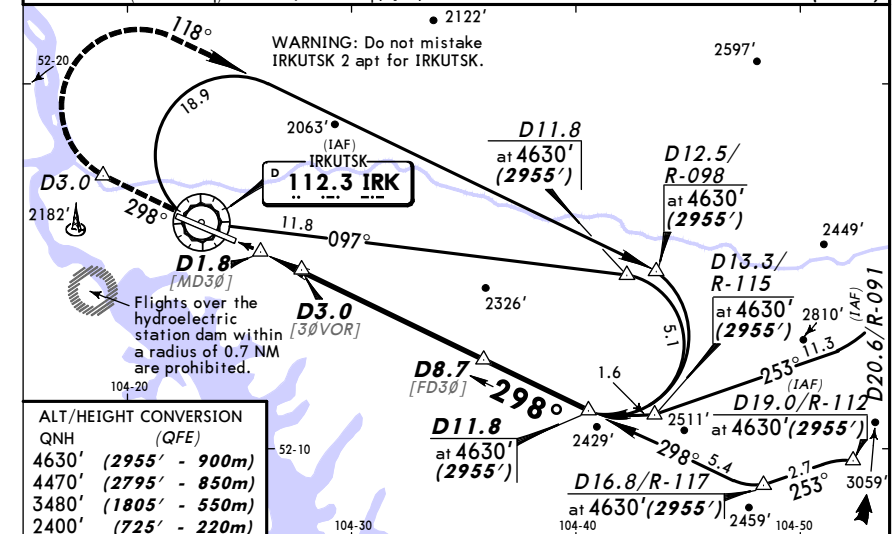
JEPPESEN
5 SEP 08 (13-2)

IRKUTSK, RUSSIA
VOR DME Rwy 30

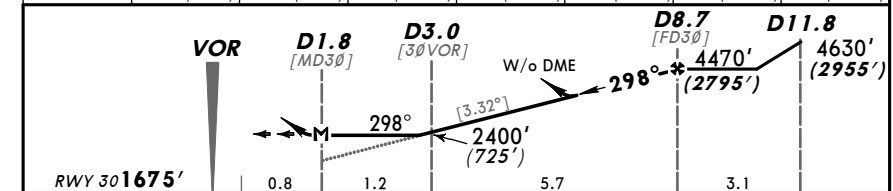
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
VOR IRK 112.3	Final Apch Crs 298°	With DME Minimum Alt D8.7 4470' (2795') W/o DME Minimum Alt No FAF	With DME MDA(H) 2020' (345') W/o DME MDA(H) 2900' (1225')	Apt Elev 1675' RWY 1675'

MISSED APCH: Climb STRAIGHT AHEAD to 3480' (1805') or above to D3.0, then turn RIGHT onto 118° climbing to 4630' (2955') and proceed to D12.5/R-098, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (2955')



IRK DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6
ALTITUDE	2140' (465')	2510' (835')	2900' (1225')	3280' (1605')	3660' (1985')	4050' (2375')	4430' (2755')



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.80% or Descent angle [3.32°]	411	529	587	705	822	940
With DME: MAP at D1.8						

STRAIGHT-IN LANDING RWY30		W/o DME		ALS out	
With DME MDA(H) 2020' (345')		MDA(H) 2900' (1225')			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m	3200m	
B	1200m	RVR 1800m VIS 2000m	4000m	4800m	
C	RVR 1500m VIS 1600m				
D					

CHANGES: Minimums.

© JEPPESEN, 2000, 2008. ALL RIGHTS RESERVED.

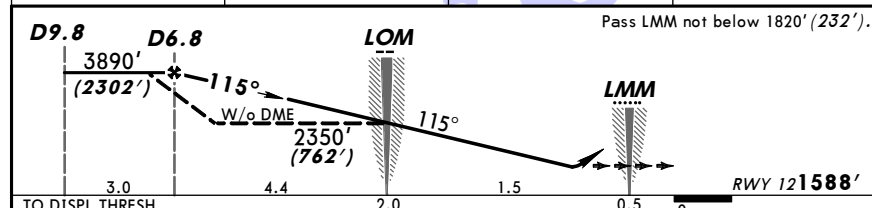
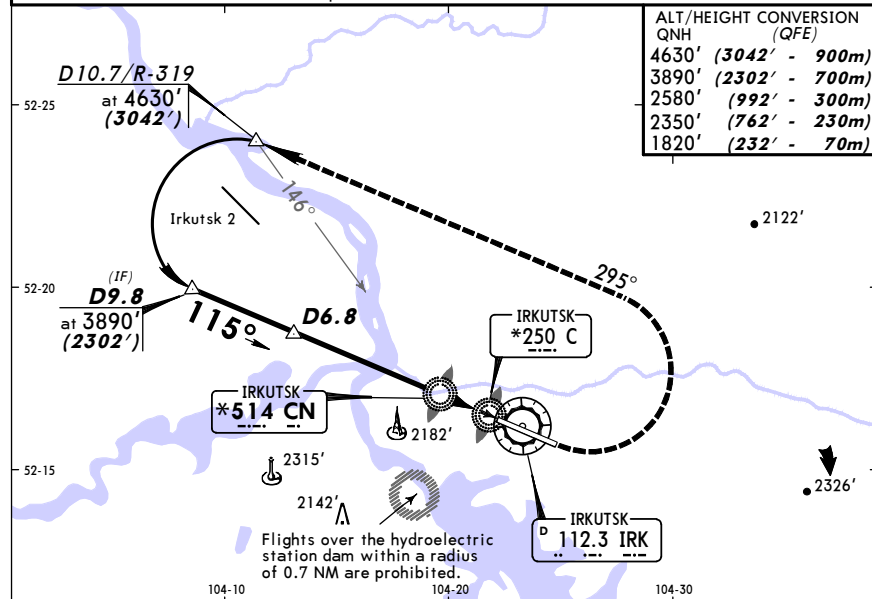
UIII/IKT
IRKUTSK

JEPPesen

10 DEC 04 (16-1) Eff 23 Dec

IRKUTSK, RUSSIA
2 NDB Rwy 12

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
NDB CN *514	Final Apch Crs 115°	With DME Minimum Alt D6.8 3890' (2302') W/o DME Minimum Alt LOM 2350' (762')	With DME MDA(H) 2010' (422') W/o DME MDA(H) 2430' (842')	Apt Elev 1675' RWY 1588'
MISSED APCH: Climb on 115° to 2580' (992'), then turn LEFT onto 295° climbing to 4630' (3042'), then according to chart.				MSA C Lctr
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (3042')				
WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2580' (992') on 115°	295° LT	4630' (3042')
Descent Gradient 5.8%	411	529	587	705	822	940	PAPI			

STRAIGHT-IN LANDING RWY12			
With DME MDA(H) 2010' (422')		W/o DME MDA(H) 2430' (842')	
ALS out		ALS out	
1200m		3200m	
1900m		4000m	
RVR 1500m VIS 1600m		4000m	
RVR 1800m VIS 2000m		4400m	

CHANGES: MSA. Note. Procedure. Minimums.

© JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

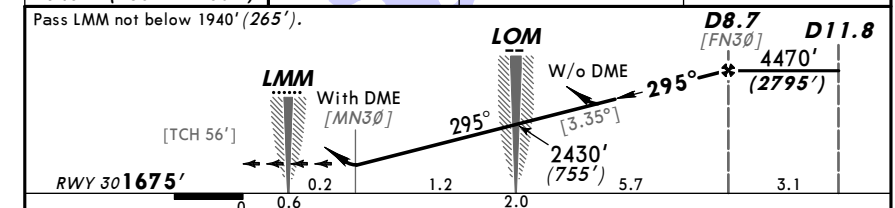
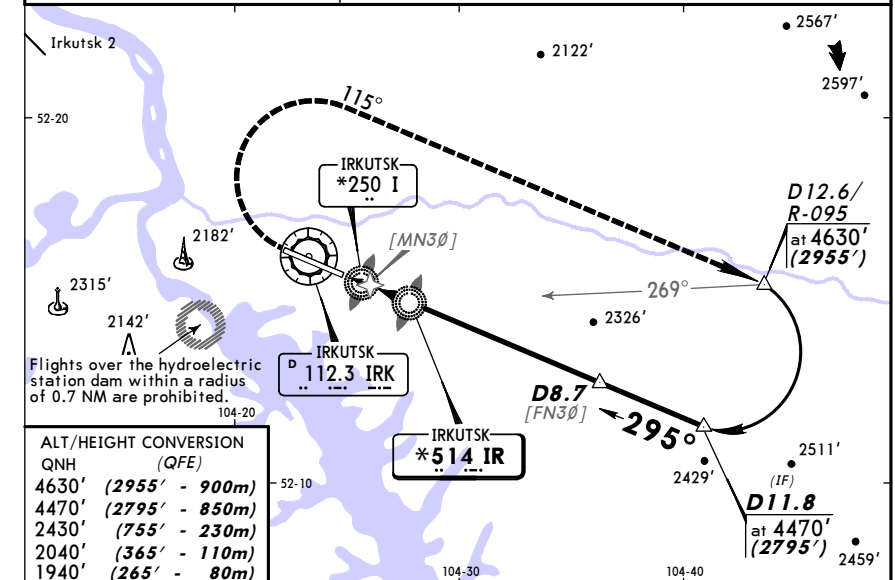
UIII/IKT
IRKUTSK

JEPPesen

10 DEC 04 (16-2) Eff 23 Dec

IRKUTSK, RUSSIA
2 NDB Rwy 30

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
NDB IR *514	Final Apch Crs 295°	With DME Minimum Alt D8.7 4470' (2795') W/o DME Minimum Alt No FAF 3010' (1335')	With DME MDA(H) 2020' (345') W/o DME MDA(H) 3010' (1335')	Apt Elev 1675' RWY 1675'
MISSED APCH: Climb on 295° to 2040' (365'), then turn RIGHT onto 115° climbing to 4630' (2955'), then according to chart.				MSA I Lctr
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (2955')				
WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2040' (365') on 295°	115° RT	4630' (2955')
Desc gradient 5.84% or Descent angle [3.35°]	415	534	593	711	830	948	PAPI			

STRAIGHT-IN LANDING RWY30			
With DME MDA(H) 2020' (345')		W/o DME MDA(H) 3010' (1335')	
ALS out		ALS out	
1200m		3200m	
RVR 1500m VIS 1600m		4000m	
RVR 1800m VIS 2000m		4400m	

CHANGES: MSA. Note. Procedure. Descent angle. Minimums.

© JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.